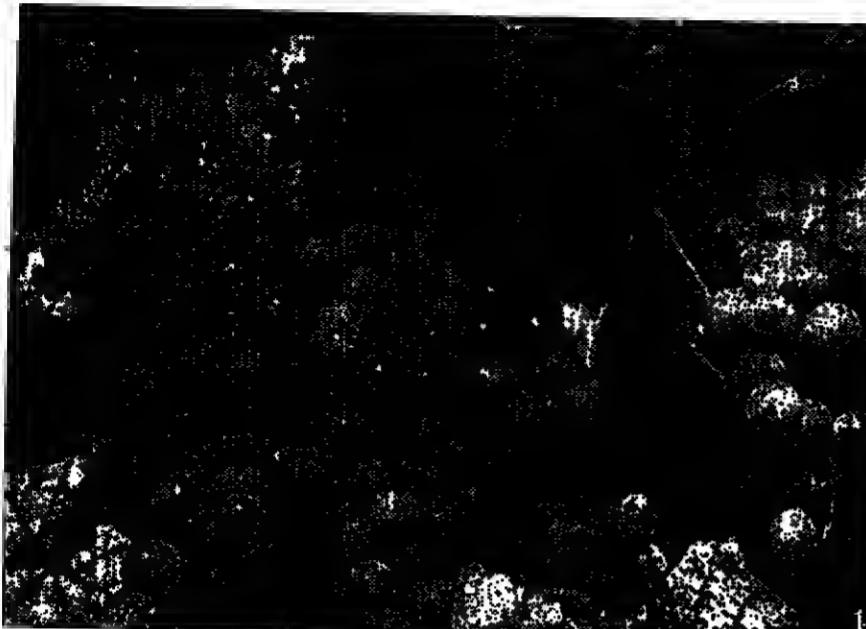


Routes to tour in Germany

The German Wine Route

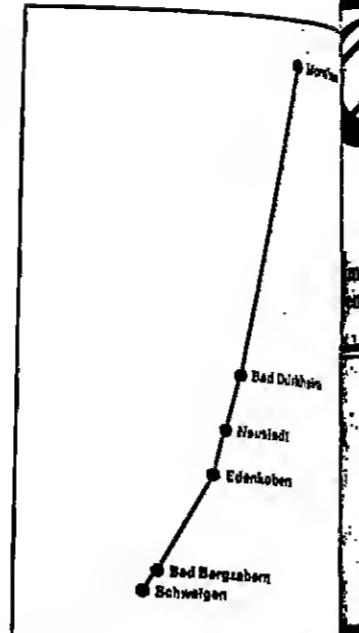


German roads will get you there — to the Palatinate woods, for instance, where 2,000 years ago Roman legionaries were already growing wine. Each vine yields up to three litres of various kinds of wine, such as Riesling, Sylvaner, Müller-Thurgau, Scheurebe or Gewürztraminer. Grapes are gathered in the autumn but the season never ends. Palatinate people are always ready to throw a party, and wine always holds pride of place, generating *Gemütlichkeit* and good cheer. As at the annual Bad Dürkheim Wurstmarkt, or sausage market, the Deldashelm goat auction and the election of the German Wine Queen in Naustadt. Stay the night in wine-growing villages, taste the wines and become a connoisseur.

Visit Germany and let the Wine Route be your guide.

- 1 Grapes on the vine
- 2 Dorrenbach
- 3 St Martin
- 4 Deldashelm
- 5 Wachenheim

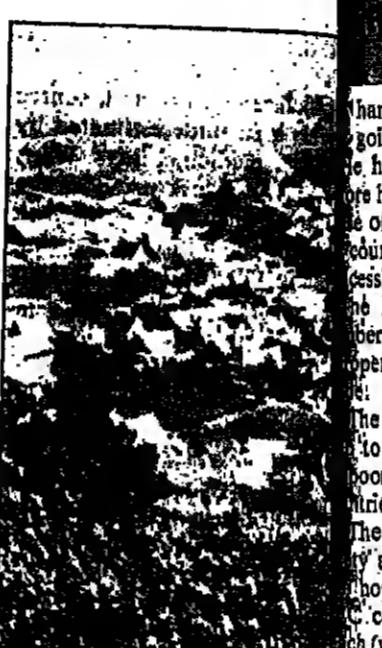
DZT DEUTSCHE ZENTRALE
FÜR TOURISMUS EV.
Beethovenstrasse 59, D-6000 Frankfurt/M.



The German Tribune

A WEEKLY REVIEW OF THE GERMAN PRESS

C 20725 C
ISSN 0016-8858



Kohl finds Europe a hard row to hoe

provisions for Mediterranean agriculture.

The aim behind this pledge is to dispel the reservations France, Italy and Greece have about allowing Spain and Portugal to join the European Community.

At the Brussels EEC summit in March the Chancellor was so keen on harmony that he still felt he sensed cordiality, mutual understanding and a common sense of will.

But they failed to stand up to closer scrutiny in the cold, clear light of reality. A variety of national interests and though the result might be that farm domestic considerations have gained greater importance, both in Bonn and elsewhere.

How else could the Bonn Cabinet have instructed Agriculture Minister Ignaz Kiehle to aim, at the Luxembourg farm price talkathon, at a three-per-cent increase for German farmers?

Bonn must surely know how much better-off German farmers are than their counterparts in other EEC countries and that the Common Agricultural Policy will force the Finance Minister this year, or next at the latest, to rifle the taxpayer's pockets yet again.

A cold chill must creep down the Chancellor's back when he calls to mind the June Stuttgart EEC summit.

As current chairman of the Ten he preferred not to upset the general harmony of the March summit by risking disputes on decisions.

So an unprecedented number of decisions are due to be reached at Stuttgart on topics ranging from youth unemployment,

free trade within the EEC, acid rain, coal and steel and the Mediterranean package to the re-orientation of EEC finances.

At the end of Bonn's spell in the chair a clear step forward was to have been taken,

whereas a wide range of people are now worried the Stuttgart summit might turn out to be a fiasco. They include German diplomats at the EEC who are struggling through the preliminaries and both Gaston Thorn, president of the European Commission, and Pelt Dankert, Speaker of the European Assembly.

More is at stake than Helmut Kohl's reputation as a statesman. An obvious failure would discourage all member-governments for some time and harm the EEC's prestige in the United States, Japan and the developing countries.

The respect shown by Moscow and Washington for the countries of Central Europe would take a knock too.

Cordiality will not be enough at Stuttgart. A rule will be run over the Chancellor's successes at the EEC in June. (General-Anzeiger Bonn, 27 April 1983)



British Prime Minister Margaret Thatcher and Bonn Chancellor Helmut Kohl at 10 Downing Street. Mrs Thatcher later described the talks as "the best we've had". (Photo: AP)

Chancellor at Downing Street

EC finance was one of the main issues when Bonn Chancellor Helmut Kohl met British Prime Minister Margaret Thatcher in London.

But little was agreed: instead, the clouds of another unpleasant budget dispute gathered on the horizon.

Chancellor Kohl flew back disappointed on one point at least: it had

wanted more support for moves towards European integration.

But Mrs Thatcher made it clear that she expects Europe to take smaller, more pragmatic steps in this direction.

There was solid agreement on *Ostpolitik* and defence matters and on solidarity with the Americans.

At the Stuttgart EEC summit next month, Mrs Thatcher would like to see a settlement on the dispute over EEC finances. Full steam ahead into the European future would not be possible until Britain had made sure it would pay less into the EEC kitty.

Yet both leaders demonstrated how the most intensive political friendship can be maintained without any real headway being made on major issues. She described the talks as "the best we've had."

Kohl in London created the impression of being an extraordinarily personable politician, serious yet kind-hearted.

Alongside Britain's Iron Lady he cannot have failed to make an impression. In the long run it could prove a substantial contribution toward European unity.

Rainer Bonhag

(Westdeutsche Allgemeine, 23 April 1983)

The political message behind the Beirut bomb blast

The bomb blast at the US embassy in Beirut was not just a killer: it accomplished a major political mission.

It reminded the United States that political forces are at large in the Lebanon and that a settlement there is impossible unless their interests are taken into account.

The blast is also fresh proof for those who either fail to appreciate or try to ignore how unreliable and fragile any agreement between Israel and Lebanon really is.

Six months ago a similar bomb blast that shook the Phalange headquarters in the heart of Beirut brought to an abrupt end high-flown Israeli hopes, expectations and aspirations.

The Lebanese President-elect, Bashir Gemayel, was killed. His place may have been taken by his brother Amin, but an entirely different political note was sounded.

Now the sole remaining point at issue is Major Haddad, the commander of

the shock waves of the latest explosion were immediately registered by sensitive political seismographs in Jerusalem.

President Reagan was at pains to make a personal statement that the blast had strengthened US determination to arrive at a political settlement in Lebanon and the Middle East.

But the first reactions behind the scenes were not long in coming. Talks between Israeli, Lebanese and US delegations were cancelled.

At the same time the White House has stepped up the tempo of its bid to negotiate a settlement. It had already sensed with frustration that prospects of a settlement in the Lebanon were being talked away in view of the substantial remaining differences between Beirut and Jerusalem.

Now the sole remaining point at issue is Major Haddad, the commander of

Continued on page 15

WORLD AFFAIRS

Libya: a case for delicate handling

Relations with Libya are at a low ebb again. Eight Germans have been arrested in Tripoli and accused of espionage. They are claimed to have been working for the CIA.

They are arguably being held as hostages for two Libyans currently standing trial in Bonn. The Libyans are presumably friends or supporters of the Libyan head of state and revolutionary leader, Col. Gaddafi.

They have been charged with torturing fellow-countrymen at the Libyan embassy in Bonn.

The Bonn Foreign Office has rejected a verbal protest by the Libyan government that sounded a threatening undertone with regard to the German legal authorities.

Having been referred to the Justice Ministry it was even mentioned in court in Bonn.

It seems reasonable to assume that Libya would like to trade the eight Germans it is holding for the Libyans in the dock in Bonn.

But how is headway to be made without one side or the other losing prestige?

Jürgen Möller, Minister of State at the Foreign Office, flew to Tripoli in a bid to clarify matters. He and his Libyan hosts agreed that ties were worth improving and in need of improvement.

This was a reaffirmation of the cordial relations that have characterised political and economic ties between Libya and the Federal Republic of Germany.

Bonn has never, for instance, taken part in moves by other states aimed at isolating Libya politically.

Libya, for that matter, did not break off ties with Bonn, as other Arab states did, when the Federal Republic recognised Israel and exchanged ambassadors with the Jewish state.

The decision not to do so was taken by the government of King Idris, but it was a policy maintained after the revolution by Col. Gaddafi.

Economic and trade ties have always been splendid. Last year Libya exported goods, primarily oil, worth DM7.2bn to the Federal Republic.

That made Libya Bonn's third-largest supplier, and oil imports from Libya were up despite an overall decline in oil imports by Germany.

In 1982 Libya imported goods worth DM2.8bn from the Federal Republic.

For years there have been between 3,000 and 4,000 Germans working in Libya in oil, industrialisation and roadbuilding. There are so many partly because of the level of imports from Germany.

They mostly live alone, away from their families. In what is a strictly Muslim country, although a few are married to Libyan women.

Nearly a third of Libyan imports from the Federal Republic are motor vehicles, fifth electrical engineering and a further fifth machinery.

So technological assistance from the country of origin is welcome.

In the struggle against international terrorism Bonn's Interior Minister Gerhard Baum sought Libyan cooperation in the late 1970s, but with only limited success.

He too flew to Libya in 1980 to persuade Col. Gaddafi to exercise greater restraint in backing Palestinian terrorists, especially when their activities were, by virtue of their ties with German urban guerrillas, directed against the Federal Republic.

It is now admitted that Herr Baum's visit failed to achieve specific results. The Interior Ministry's expectations were not fulfilled.

The Libyan leaders admire German doctors and medical equipment. Libyan authorities prefer German doctors and clinics in cases where their own are less satisfactory.

Many Libyans from all walks of life have been treated at German university hospitals, including Bonn's, in recent years.

Col. Gaddafi himself (incognito, of course) underwent a thorough check at a Wiesbaden clinic some years ago.

The Libyan authorities also send ordinary patients, people who could not possibly afford medical treatment abroad themselves, to Germany for treatment.

There has been no lack of periodic visits by political leaders. Bonn Foreign Minister Genscher was in Tripoli in 1979; Libyan Vice-President Djalfi was in Bonn in 1981.

Col. Gaddafi, however, has yet to visit Bonn. He has expressed a wish to pay the Federal Republic an official visit. He has been invited and the invitation has been confirmed.

But it is felt that a date ought not to be set until the visit is sure to be a success, and a number of problems first need solving.

From Bonn's viewpoint they include Libyan activities abroad, as in Chad, and the way disputes between pro- and anti-Gaddafi Libyans are waged in other countries.

They also include the alarming conditions under which four Germans sen-

ced to Libya in 1982, and the eight Germans sentenced in Libya some time ago are kept in prison there.

They were charged with divulging classified information, insulting the Libyan authorities, smuggling and offences in connection with alcohol.

In their case Bonn has long urged the Libyan authorities to make the conditions under which they are held in prison more humane.

Most of these problems, as Bonn sees it, are the result of conditions in Libya, including revolutionary ideas and the special role of the people's committees, whose activities are not subject to government instructions.

Much would be gained if the two states were to agree to respect each other's legal system and political structure, and Bonn would be prepared to do so.

But it expects the Libyan authorities to appreciate that it can neither directly nor indirectly influence German courts and can forbid neither friends nor foes of Col. Gaddafi from expressing their views as long as they do not resort to violence.

The Libyan authorities have also been informed about German legal procedure in connection with convicted foreign nationals, which is that the decision on what is appropriate is reached by the *Landesgericht*.

It is they and not Bonn who decide whether it is the national interest to deport a convicted foreigner or make him serve his sentence. *Dieter von König*

(Kölner Stadt-Anzeiger, 21 April 1983)

Questions over death at Berlin
East-West checkpoint

The death of a West German traveller in the GDR raises more questions than can be answered.

The GDR customs officers have only themselves to blame for suspicions that their interrogation methods might have contributed to the death of Rudolf Burkert, 43.

His body was shipped home to Hamburg with an unsatisfactory death certificate saying heart attack and no further explanation. This was certain to give rise to suspicion.

The East German authorities were not very taciturn: they demanded DM2,500 for the transport.

The GDR did not see fit to comment in greater detail until the story hit the headlines, and there was inexplicable foot-dragging by Bonn officials too.

Under interrogation, said the GDR, the deceased had collapsed and fallen from his seat. His head had hit the ribs of a radiator. The interrogation had been conducted in a correct manner, as was usual in the GDR.

This explanation would account for his external injuries. It also tallies with the picture of the dead man with a long, straight cut over one eye.

If only the GDR authorities had accounted for the tragic mishap promptly and in greater detail there would have been no speculation about third-degree treatment by the customs officers.

Bonn ministries responsible for transit traffic through the GDR to and from West Berlin have yet to register a case in which violence has been used in interrogating transit travellers.

"We would be most surprised if Herr Burkert's death were to turn out to have been the result of maltreatment," says a Bonn Ministry official.

True enough, in transit traffic to and from Berlin there are constant complaints and disputes about the interpretation of the transit agreement, which forms part of the Four-Power Agreement on Berlin.

But they are few and far between in relation to the numbers of travellers, and cases of genuine harassment by GDR customs or People's Police officers are rare.

Since the Four-Power Agreement took effect in June 1972 the number of overland travellers to and from Berlin has more than doubled to 16 million a year.

This figure alone shows how much more smoothly traffic now runs, and over the entire period about 1,200 Germans and 100 foreigners have been arrested by the GDR authorities for misuse of the transit routes.

The overwhelming majority were brought to book for trying to help would-be refugees to escape from the GDR or for leaving the transit route.

Other charges have been causing a serious traffic accident, drunken driving, breaches of customs and foreign exchange regulations and espionage.

All complaints are raised and dealt with at meetings of the joint transit commission, which has just held its 73rd session.

There are several hundred complaints a year. The commission is said not to keep a record of the exact number. It is a very small proportion in view of the number of travellers.

Most complaints are about extremely high fines for speeding (up to DM300 or more), about people being turned

back at the border without even about what has seemed a growing number of random

By the terms of the transit agreement travellers are not allowed to take receipt of material, to go to the top jobs have been allocated, especially for the immediate future has been decided, and points of disagreement have been quietly set aside.

If there are specific reasons specifying a transit traveller of any of these regulations he may be checked.

The number of spot checks

has increased, from 291 to 604 last year. In none of these were suspicious borne out; there would have been more

Motorists who drive the GDR to Berlin and stick to need not, as a rule, be checked by GDR authorities had every reason to commit

but such a dispute would probably be confined to CDU versus CSU.

At the meeting place he had probably meant disputes within

CDU itself. In such a case, the

conservatives would be divided into those

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■ PEOPLE

Nation pays its tribute to a German intellectual



Richard Löwenthal, publicist, SPD ideologue and independent intellectual par excellence, has turned 75.

Löwenthal made an international name for himself as a scholar and researcher of world communism and analyzer of the West's political culture.

He has been an active SPD member since the 1930s — after a brief spell as a communist student leader — and is the deputy chairman of the Sozial Democrats' basic values commission.

The SPD marked his birthday with a major celebration in Bonn and the nation paid tribute to the scholar with the award to him by President Karl Carstens of the *Grosses Bundesverdienstkreuz mit Stern*, one of the most coveted German orders of merit.

To mark his 70th birthday five years ago, Berlin's Free University held an international academic symposium, presenting Löwenthal with a voluminous special publication with contributions by fellow academics and German and foreign politicians. He was also awarded Berlin's Ernst Reuter Plaque.

All these marks of homage testify to the world-wide esteem in which Löwenthal is held and bear witness to the extensive range of his activities.

"Rix" — as his friends call him — can look back on a life full of ups and downs and intellectual adventure marked by single-mindedness of purpose and the personal charisma it takes to put one's stamp on an era.

He owes his success to his unflinching energy, his lively intellect, commitment to a cause and the undaunted courage with which he has repeatedly intervened to bring order or clarity into a confused era.

He earned his Ph.D. at Heidelberg University in 1931. Immediately after Hitler came to power and banned the SPD, Löwenthal joined the socialist resistance group *Neu Beginnen* (New Beginning).

Together with this group, he went first to Czechoslovakia (in 1933) and later to Britain.

In these two countries and in France he published a great many essays under the pseudonym Paul Sering, which was soon to become widely known.

After the war, he was first a foreign correspondent of the London *Observer*, working for a while in Yugoslavia and Germany. Back in Britain, he became the paper's foreign affairs commentator.

By that time, he already had a firm reputation as a publicist throughout the English-speaking world.

On the German Social Democratic scene, Paul Sering made a comeback in early 1947 with his much quoted *Jenseits des Kapitalismus* (Beyond Capitalism).

He wanted the SPD to become a clear political part of Western democracy while acting as an economically independent "third force" between capitalism and communism in its ties with other socialist parties in Europe.

At that time, Löwenthal still regarded himself as a Marxist. But he later pub-

licly revised large passages of this concept under the impact of Europe's post-war history.

Much of his subsequent work was devoted to the analysis of the structures and trends of world communism, with special emphasis on the Soviet Bloc, China and the Western communist parties. It was here that he excelled with undisputed mastery and authority.

In recognition of his expertise in this field he was appointed to the Otto Sub-Institute and the Eastern Europe Institute of Berlin's Free University in 1961. This marked the final transition from academic to scholarly work.

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Later, he supported Helmut Schmidt's efforts to keep the SPD on a course committed to the Western alliance.

In the past few years, Löwenthal has repeatedly tried to persuade the Social Democrats from going along with short-lived fads and flirting with the "alternative scene." He has stressed that the Social Democrats' main function is to promote and uphold the social interests and democratic traditions of industrial labour.

He has occasionally clashed with his old friend Willy Brandt, as during the student unrest of the 1960s.

He was so disturbed by the higher education policy of the Social Democrats that he helped to establish the *Bund Freiheit der Wissenschaft* (freedom of science federation) becoming the organisation's first national president.

He opted out of the federation later when he felt that a conflict with the SPD was in the offing.

Here, too, it became obvious that Löwenthal's intellectual and political home is the SPD, despite his criticism of the party on individual issues.

Democratic socialism is for him an indispensable productive element of democratic political culture. And this will remain even as the SPD itself abides by this concept, adds positive substance to it and defends it.

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Richard Löwenthal... acting since 1930.

BUSINESS

Bunny on the run: US sales of VW Rabbit plummet



Richard Löwenthal... acting since 1930.

Volkswagen executives in the United States still have fond memories of 1979/80 oil crisis when motorists lined up in line to filling stations for gasoline at \$1.50 a gallon.

Fuel was scarce and everyone expected it to grow even more expensive. There seemed to be no choice but to turn to small cars that used less gaso-

line were the days, when there was a car to match the Rabbit, the US version of the Volkswagen Golf, a fuel economy.

In this, Richard Löwenthal's approval beyond party lines was only he hoped that we shall benefit for many more years to come by the diesel-engined Rabbit, a champion fuel miser. There were long lists of six to nine months for Rabbit diesel, which is still the most iconic car on the market.

US car-buyers even allowed themselves to slow in grasping. But he was always quick to reiterate the need to make sure of a Rabbit diesel.

The oil crisis has long been forgotten. It is readily available and gasoline is here and there at less than a dollar a gallon again.

The Rabbit, after having emerged the winner of the 1979/80 crisis, is currently in the throes of the most serious crisis it has undergone since being launched in the US market.

The first chief executive of VW of America, James McLernon, was worried in September 1981 that this additional capacity under construction at a cost of roughly DM500m might be available too late rather than too soon.

Mr McLernon, who has since been fired, had nothing but a warm smile for sceptics who suspected that the car that eventually rolled off the assembly line in Sterling Heights might end up being Japanese models.

In this respect he has been proved

right. The new facility is being taken over by Chrysler.

Chrysler are still manufacturing the New Yorker, while Ford continue to make the Crown Victoria and the Mercury Grand Marquis.

The largest Cadillac dealer in the United States is running an advertising campaign with the slogan: This is your chance to buy a full-sized Cadillac;

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■ HANOVER TRADE FAIR

Computer technology steals the show in a competitive field

Computer technology was the big success at the Hanover Trade Fair. In cold business terms, nothing else touched it.

But interest overall was high and the question now is: will the great interest shown at the world's largest capital goods fair be reflected in orders?

Data processing and communications technology is benefitting from the rationalisation of office work. The aim is to do two things at the same time: cut back on wage costs and cope with ever-increasing amounts of data.

Equipment is getting smaller all the time, meaning that it is becoming more and more practicable for office use.

Sales in other branches of industry were well behind. One spokesman for the fair said he knew of only one really large order outside the communications technology field: a DM1.2m order placed with a German plant and equipment supplier.

Business in the plant and mechanical and electrical engineering, the pillars of the capital goods industry, would have to pick up considerably in the next few months if interest at Hanover were to be reflected in orders.

But there is no sign so far that German industry as a whole is prepared to

invest more this year than it did in 1982, which was a poor investment year.

It is almost impossible to assess the many specialised "fairs within a fair" that, after a long and arduous restructuring process, now make up the Hanover Fair.

There were great differences in all sectors; the broad sector of precision mechanics, for example, where efforts to streamline production processes still proceed.

The same applies to propulsion and conveyor technology.

In the machine tools and welding sectors, there was plenty of interest in the exhibits but there was no marked improvement in business.

In steel there were some signs of better business. But this was primarily due to the need to restock inventories.

The Hanover Fair reflected the growing complexity of modern technology. Systems that transcend specific branches of industry are gaining ground constantly, as shown by the increasingly intensive use of electronics in mechanical engineering.

This also makes it increasingly difficult for the potential buyer seeking solutions to his particular problems to obtain a clear picture.

All this has forced the Hanover Fair

to restructure and depart from the previous strict division comprising branches of industry in favour of a comprehensive alternative.

The so-called microtronic section in Hanover is a telling example that marks the beginning of this process.

Microtronics is the interplay of various sectors of industry such as mechanical and electrical engineering, office and communications technology, energy technology and conveyor and transport technology. The organisers' aim here was to demonstrate the complex applications of the exhibits to a potential buyer.

There were no technical sensations at the fair but there were many technical novelties that were further developments of existing equipment.

Some examples: the world's first compact neon light housed in a light bulb rather than in a tube. The bulb fits any normal socket.

The 12-watt version of the Centralux light corresponds to a conventional 60-watt bulb. There is also a 16-watt version. Both are ignited by a special electronic starter. It will take a few months before the new light bulbs made by Osram GmbH become available to the public.

There was a portable electricity plant

made specially for artisans and market gardeners. The operating Dm1.6bn in its 1982 balance sheet generator is surprisingly small. Dresdner Bank has four-stroke engine is started outside DM850m and Commerzbank petrol. Once going, it switches to diesel. (Makers: GmH, Pfungstorf)

This portable unit, which weighs 25 kilos, will run for three hours. The amounts are also intended to cover bad debts. Dresdner Bank has 25 kilos, will run for three hours. The amounts are also intended to cover bad debts that have not yet reduced themselves.

These figures for risk provision are because bank business, as in all other sectors, was good last year. The portable hydroelectric plant, which a few post-war years can match for bank profits.

The fact that only Deutsche Bank has divided (Dresdner's stayed the same) is another reason: the risks both at home and abroad are increasing.

Enough is known about the future. (Österreichische World recession since 1979 has hungszentrum, Selbersdorf) Companies are going into bankruptcy and whole nations are feeling the crunch.

Some examples: AEG-Telefunken is going to the wall only by compensation proceedings which resulted in a small window of the device. (Goddard Enterprises, Toronto Park, Australia)

Various novelties were on show in the communications sector. A portable device makes it possible to import developing countries; Brazil and other East Bloc countries; lebanon directly by radio. The device is the size of a small window of the device. (Goddard Enterprises, Toronto Park, Australia)

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All this has forced the Hanover Fair

Robots: the miracle-or-monster argument rages on

"see" and "feel" the materials they work on.

As a result, they know exactly how to assemble, weld, measure or align the individual part.

The main power behind the development of robots is the auto industry which now employs 60 per cent of these iron workers.

But the growing precision of robots could bring about a change. The most sophisticated models can turn the tightest of screws with a precision of one-tenth of a millimetre and can thus be used in precision assembly work.

In 1981, Germany's auto-makers employed 660,000 people, 78,000 more than ten years earlier. The number of robots made in Germany did not rise but decline in that period: from about four million in 1971 to about 3.9 million in 1981.

Last December, Opel chief executive Ferdinand Böckler told the American Chamber of Commerce in Germany that growth did not "manifest itself in the number of units but in more sophisticated and more complex technology and hence the higher value of the vehicles produced."

The two countries next in line, the USA and Germany, use roughly the same number of robots relative to their size.

Since human labour is predominant in the assembly of dishwashers, radios, typewriters and TV sets, experts estimate that there is a vast scope for robot expansion in these sectors. As a result, the advance of robots in these industries will be faster than elsewhere.

It is still unknown to what extent robots supplant human labour.

The Institute for Production Technology and Automation of the Stuttgart-based Fraunhofer-Gesellschaft estimates that half of today's 1.2 million assembly line jobs in this country are endangered.

But forecasts on the robots' effects on jobs are full of uncertainties, except for the obvious fact that rationalisation and

automation boil down to replacing people by machines.

But experience in the auto industry, the biggest user of robots, seems to disprove this.

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Germany's biggest supplier) in Augsburg, a subsidiary of the government-owned enterprises.

It has added a new risk to the supplier's the Swedish firm ASEA, which has to live (creditworthiness of the borrower, fluctuating exchange and interest rates, disparity between the duration of contracts under which money is borrowed and lent). The new risk is under the name of country risk.

What happened was that bankers were extended under the pressure of Chancellor Helmut Schmidt's gentle but firm persuasion.

But the loans given to oil-importing developing countries were granted without any outside pressures.

The banks used the opportunity the

Euromarkets presented after the 1973 oil price shock.

The Opco price hikes played havoc with the current account balances of developing and threshold countries.

Internationally operating banks jumped into the breach with credits. The funding of the loans was made possible through recycled Open surpluses and recycling that was much praised at the time.

German banks had no range of consciousness at the time because there were sound reasons for the financial credits they extended. These loans did not only make profits for the banks but also boosted the economy as a whole.

After all, it was not only reasonable for Germany, an oil-importing nation, to do everything in its power to pay some of the oil bill by boosting exports?

The fact is that the bank loans to developing threshold and East Bloc countries ensured their ability to buy German goods.

It was the banks' themselves who came up with an answer by adopting the principle that the credit volume may not exceed 18 times the nation's own assets.

This, too, was described by Abs at the time: normally, a banker will give a loan only if he knows what the money will be used for and where the repayment will come from.

The lack of market clarity has prevented risks being reduced in time. The banks were unaware that their international competitors throughout the world acted by the same principle and that this led to a dangerous accumulation of balance of payments credits given to the same country by various banks.

Who knows whether German bankers would have ventured into international business had they known the dangers that lay ahead?

Rudolf Herl

(Die Zeit, 15 April 1983)

■ FINANCE

Bank lending risks: it's a whole new ball game

term, roll over the refinancing interest to the borrower.

This eliminates any risk due to changing interest rates for the lending banks because the borrower bears the burden of rising interest rates.

In Germany, there are no prescribed minimum quota for balance sheet adjustments. The amount is decided by the board, which acts in its own right though sometimes urged by the Bundesbank and the Bank Supervision Authority.

Manfred Meier-Preschany, Dresdner Bank board member in charge of foreign business: "It would be wrong to lump all countries together. For some countries, rescheduling operations are not enough. They have to have the durations of the rescheduled loans extended."

As a result, adjustments in the balance sheet depend on each individual case and on the bank's ability to make an adjustment, i.e. its profits.

For example, balance sheet analysts say that Deutsche Bank has made a full adjustment for its Polish credits in 1982 by allowing DM500m for emergencies.

The third question is to making foreign subsidiaries subject to German banking laws is about to be settled through EEC regulations.

Community guidelines that would make the foreign subsidiaries subject to

(Head of the Bank Supervision Authority, Inge Lore Bähr).

Germany is also rather liberal in the handling of country risks in balance sheets. America and Britain would like to see the Bonn government press the banks to arrive at a uniform method of balance sheet adjustments for accounts receivable from abroad.

The prevailing view in Britain and America is that adjustments are unnecessary if rescheduling operations are assisted by the IMF, which would indicate the likelihood that a country will get back on its feet.

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Community guidelines that would make the foreign subsidiaries subject to

Now there is talk of even more stringent banking supervision, even in the USA

the parent company's national banking laws have already been drafted and are ready for adoption.

As a result, German banking laws should include the obligation for banks to present the Bank Supervision Authority with consolidated balance sheets that would make it possible to check whether parent and subsidiaries combined have exceeded the permissible credit volume which is based on a bank's own capital.

Since the necessary amendment of the Banking Act has been put aside by the Bonn government due to pressing other business, the Bank Supervision Authority depends on a gentlemen's agreement.

The Bonn government, the Bank Supervision Authority and the Bundesbank have kept silent from the first question. Nobody has been prepared to suggest a quantitative limitation of country risks by restricting the total lending of banks to developing countries.

It was the banks' themselves who came up with an answer by adopting the principle that the credit volume may not exceed 18 times the nation's own assets.

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The lack of market clarity has prevented risks being reduced in time. The banks were unaware that their international competitors throughout the world acted by the same principle and that this led to a dangerous accumulation of balance of payments credits given to the same country by various banks.

Who knows whether German bankers would have ventured into international business had they known the dangers that lay ahead?

Rudolf Herl

(Die Zeit, 15 April 1983)

The time is ripe for the European Community to take another look at peace and security problems, says a joint report by the heads of the five major European research institutes on international affairs.

It should make a greater contribution to security policy, both at the political level and at the operational level.

Military self-reliance and a decoupling from the United States is ruled out if for no other reason than cost: defence spending would rise to domestically unacceptable levels.

The Federal Republic of Germany was represented by the research unit of the Foreign Affairs Association.

The wide-ranging report goes into what is likely to be lost if the pressure of protectionism breaks down the core of the European Community, the Common Market.

It also says that the European Monetary System should be treated as one of the key means of controlling the current economic crisis instead of being regarded merely as a part of European integration.

And it says that jargon in the EEC institutions has in a few years reached a peak of incomprehensibility.

Europe is in a flat spin, say the authors, and the only way to cope is to be prepared to apply the opposite lock, not to keep cool, calm and detached.

They have joined forces in sounding a note of alarm.

"Profound unrest and urgent anxiety prompt this report" are the opening words:

"If nothing is done we will face the disintegration of the most important European achievements since the end of the Second World War."

These words were written even before the experts could have known that alienation was in the offing between Bonn and Paris.

What they at present still diagnose as a tragedy could well turn out to be something even worse, with European countries having no-one to blame but themselves.

Thirty years after the Second World War finally deprived them of their status as the centre of the civilised world they face the prospect of total eclipse.

The report, dramatically entitled Progress or Decline: The EEC's Decision, cannot be expected to herald a change. Bad habits are too deeply ingrained.

After all, not even direct elections to the European Assembly in 1980 succeeded in making Europe more familiar to the Europeans.

Should there be growing lack of interest next time round, in 1984, meaning an even poorer turnout, it will merely provide a further slab for national egoism.

In effect, egoism of this kind fattens away both the individual and the common benefit that might otherwise be derived.

It is thus much to the authors' credit that they refrain from flagging the dead horse of European ideology; it is an ideology no-one is interested in hearing more about.

They make no appeal to idealism of whatever kind. They merely list everything that runs the risk of being forfeited if the core of the European Community, the Common Market, breaks down under pressure from protectionism.

These likely losses include the following:

- the trade-promoting effect of the EEC customs union;
- the quantitative advantages that has led to growing specialisation and competitiveness in the world market;

PERSPECTIVE

Time for Europe to stand back and look at itself

This article was written by Muelch political scientist Professor Paul Noack.

- the increasing efficiency in sectors previously protected;

- the alleviation of the effect of de facto national monopolies and the availability of a larger supply of goods at lower prices (always excluding the agricultural market);

- and the advantages of increasing direct investment within member-countries.

The authors suggest that change is possible within the framework of existing structures.

They are well aware that it would be irresponsible to wait for a fundamental restructuring of the mechanisms of European integration.

That, after all, would be no more than an attempt to avoid what would then soon be inevitable.

The authors thus support the status quo. They feel existing structures are worth protecting.

Their assessment of world affairs is also conservative.

Terrence, for example, is felt to be the only way of keeping the peace. President Reagan's versions of the future are not given a mention.

Despite the multi-dimensional character of the attribution of guilt this empirical honesty is centred on an aspect that is usually ignored when the situation in Europe is in issue.

It is the security policy sector. Security is given a modern definition in that economic security is felt to be just as important as military security.

The overriding background fact is stated as follows: "Of all major trading partners only Japan is more dependent than the Community is on the international exchange of goods and services."

This is one of the causes of tension in relations with the United States, which has priorities other than those of North-South.

Although the European Community is an economic community, albeit an incomplete one, disputes with both the United States and the Soviet Union occur mainly, if not exclusively, in the security policy sector.

This leads to the basic tenet of the entire report, which reads as follows:

"We are of the view that for the European Community the time is ripe for a reappraisal of peace and security problems."

The Community must gain clarity about what is at stake and evolve appropriate new responsibilities in view of European unions and institutions within the framework of shared Western viewpoints."

This, as it were, is the only aspect on which a departure is made from the considered status quo approach.

It is lent added weight by the fact that the European Community, in the wake of southward expansion (which the authors advocate), is in the process of becoming virtually identical with the European part of Nato.

In two sequences of thought the need for an explicitly European security policy is discussed.

A greater Europeanisation of major

ideas of decoupling are seen as strength in the United States. A basic feeling exists. There can be little doubt that any such deal would be to the detriment of American interests and might lead to a gigantic displacement of influence of power to the disadvantage of the United States (and, naturally, Europe as the victim).

History shows that nations who commit themselves to a free market project.

States are immune to a repeating

influence of power to the disadvantage of the United States (and, naturally, Europe as the victim).

The conclusion reached is that we can and must be militarily self-reliant without fuel.

That, it is argued, is out of the question because, if for no other reason than the fact that the motorists' organisation based

over the past 20 years.

But they haven't end the media for one are reminded of their responsibilities:

"The portrayal of Community processes in the national media and public opinion is fatal for any development of common interest or prospect of compromise."

But Europe must, say the British government has just accepted a Royal Commission report that policy both at the political level should be phased out of petrol.

That is the only way in which the city of Munich, which has taken the lead in the West, can be the cleanest of the West German cities, according to the Federal Environment Agency.

The experts likewise keep their fingers on the ground when it comes to the energy sector. Munich, which has converted most of its coal- and nuclear contributions into natural gas and piped heating, has not gone out of their depth on the road to cleaner and the like.

What they propose and can be seen in the foreseeable future.

Ediger Schweikl, municipal environmental affairs officer, estimates that in Munich put out on annual target planning, as they should, 30,000 tonnes of carbon monoxide,

What the report has to say is not least, conservatively in a mainly positive sense of the term.

The authors want nothing to do with the government's usual call on the part of the almost forgotten European integration.

But that alone will not be enough to cause governments usually to do the time in which to read paper kind.

And even if they do find time, they will not find time in which to do their electorates of the need for reforms outlined.

It is always easier to go for national self-righteousness and to blame at the others' door.

Offering advice in political life has been a thankless task, especially in matters of world affairs, and we must be seen.

That is why it is so important for the European Community to resume the discussion of European problems. It is the only way to prevent a paralytic paralysis from occurring after having descended on such a public.

This paralysis can be blamed on the governments, Community institutions and organs of public opinion, the main reason why such stupidities occur that we are doing to view as the normal state of affairs.

Specialist in outlook though what has been reviewed may be very telling comparison was in respect of one state of affairs.

"In the Community," the report says, "what happens is much the same as in an old Spanish Inn. The quality of the meal depends on what the guest prepared to contribute toward the repast."

The first is based on the fact that

the government and the European

Community are not bound by the same

and the European part of Nato.

It must, they say, be treated as what it really is, one of the key means of controlling the current economic crisis.

A greater Europeanisation of major

TRANSPORT

Plans to go ahead with lead-free fuel trial

254,000 tonnes of nitrous oxides and 14,000 tonnes of urban hydrocarbons.

In Germany as a whole motor vehicles are estimated to account for about 60 per cent of the carbon monoxide output, 50 per cent of the hydrocarbon output and 35 per cent of the nitrous oxide output.

The motor-car is to blame for more than 90 per cent of atmospheric pollution in the streets of German cities.

A brochure on motoring and the environment published by the Environmental Protection Agency, West Berlin, paints a grim picture of the effects of carbon monoxide.

It is said to block oxygen intake into the blood thereby leading to a shortage of oxygen in the body tissue.

This can cause headaches, dizziness, sickness, buzzing in the ears, difficulty in breathing, unconsciousness and even death.

Sufferers from cardiac and circulatory complaints in particular are in danger when pollution peaks during the rush hour or smog.

A point not made in the brochure but now considered to be an established fact is that sulphur dioxide is not alone in being blamed for tree deaths; nitrous oxides from car exhausts also contribute.

Herr Schweikl dismisses all these schemes as largely ineffective. He plans to strike at the root cause of the trouble.

Munich, if the plans Burgomaster Klesl has already approved are endorsed by the city council, will be the first city in the Federal Republic of Germany in which motorists will have to use lead-free fuel.

Environmental protection at the fountainhead is how Herr Klesl views the proposal. He is convinced it will reduce by about 90 per cent the count of a variety of toxins in car exhaust fumes. The lead count will naturally be reduced to zero.

In both the USA and Japan motor fuel has been lead-free since 1975, and only in combination with lead-free fuel can a special catalyst and the lead probe be used to virtually eliminate harmful exhaust fumes.

They argued that German engines relied on leaded fuel, whereas no comparison could be drawn with models designed for export to the United States and Japan.

Besides, what were needed were cars that used lead-free fuel. Herr Schweikl's colleagues in the Ministry were by no means alone in being convinced that lead-free fuel was an unlikely prospect.

Oddly enough, it was a German motor manufacturer who gave him the cue for resurrecting the plans. Lead-free fuel, BMW spokesman said, was no longer a problem for German engines.

"Technically," says Dietmar Domröse of the Munich motor manufacturers, "cars could be converted quickly."

Herr Schweikl now plans to take the industry by the word and launch a long-term experiment. The motor industry is not unhappy to fall in with his plans either.

They are a convenient opportunity of slipping out of the line of fire in which power utilities find themselves in connection with the tree death debate.

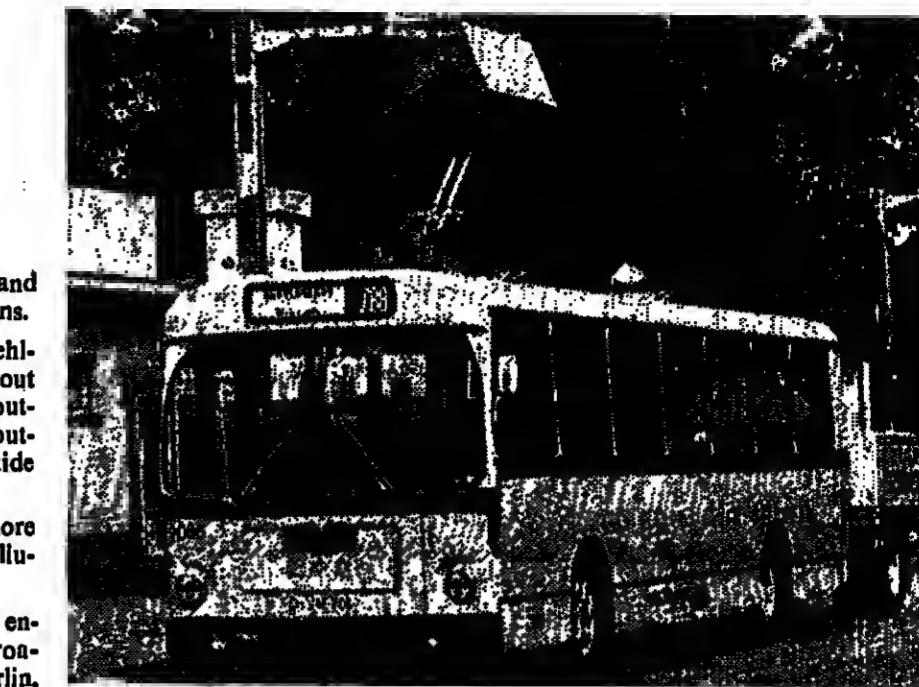
"Now," says Herr Domröse cheerfully, "the ball is in the oil industry's court." Oil refiners have argued in the past that manufacturers were not yet ready for lead-free fuel.

The ball is also in Bonn Interior Minister Friedrich Zimmermann's court. He is shortly due to confer with the Interior Minister of the Länder and, a few days later, with motor and oil industry managers on ways and means of changing over to unleaded fuel.

Bonn is still working on the assumption that there will need to be a European solution, or an arrangement covering the entire Common Market.

Herr Schweikl is sceptical. He has a feeling it will be all words and no action.

Christian Schneider



Battery bus

Düsseldorf's transport authority is experimenting with this new battery powered bus. It uses a roof-top collector similar to the old trolley bus arm to recharge at the terminus. (Photo: dpa)

Cities and courbetions have invested heavily in public transport and traffic schemes such as pedestrian precincts, one-way systems and linked traffic lights to keep to a minimum the harmful effects of car exhausts on residents.

The life-span of their exhausts should be twice that of conventional vehicles. Spark plugs should need replacing less often. So running costs seem sure to be lower.

Three years ago Herr Schweikl was Press spokesman at the Bavarian Environmental Affairs Ministry and a keen campaigner for clean car exhausts. In those days the city's present experiment would have been unthinkable. Motor manufacturers took a dim view of such demands.

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(Süddeutsche Zeitung, 14 April 1983)

DIE WELT

WANDELNDE TAGEZEITUNG FÜR DEUTSCHLAND

In Genf spielt Moskau auf Zeitgewinn, USA enttäuscht

Deutsche Allgemeine Zeitung

14 April 1983

■ THE ENVIRONMENT

Waste recycling sits in a great dump of problems

Waste recycling is not the universal environmental cure-all it was once thought.

There were once great hopes of saving energy and raw materials, of economising and preventing environmental damage, but they have given way to a more sceptical view.

Professor Alfonso Buckens of Brussels University told a conference at the Protestant Church Academy in Loccum, near Hanover, he knew of not a single really satisfactory recycling facility.

None worked in accordance with the requirements of modern environmental legislation and ran at a profit at the same time.

The conversion of techniques and combinations of processes that seemed feasible in theory into practical arrangements that worked had proved more difficult than expected.

The differences in composition of domestic waste supplied presented problems time and again, while the material recycled did not sell well.

Attempts to solve secondary and tertiary environmental problems had everywhere led to unexpectedly heavy expenditure.

Installations built so far, in the Federal Republic of Germany are no exception; they have failed so far to fulfill the hopes placed in them.

The recycling plant in Neisse, near Düsseldorf, works only by being attached to a waste dump, and only a small proportion of the waste is actually recycled.

The Ruhr recycling centre, designed to handle 425,000 tonnes of domestic and industrial waste a year, is administered by its manager, Wolf-Dieter Sondermann, to be in effect little more than an incinerator.

Banking on centralisation and high technology, he says, has led to capital

investment and annual follow-up costs that impose a heavy burden on the taxpayer.

They also have the effect of blocking other means of treating waste of years.

Experts likewise claim the Tübingen pilot project, which is heavily subsidised by the Bonn government, doesn't work despite having cost a fortune.

Maybe it was the spirit of the Loccum Academy that prompted speakers to be so frank and outspoken.

Over 150 people attended the conference on recycling and problems of processing (and opportunities of reducing or avoiding) domestic waste.

They were members of civic project groups, industrial representatives, waste processors and local government officials.

Herr Orlich said the market was on the brink of having to decide for one system or the other. At some point between 75 and 50 per cent it was no longer profitable to supply both reusable and disposable packaging.

The result would probably be a drastic increase in the number of waste bottles and cans. Separating them from other categories of domestic waste was only one solution.

Another would be to insist on reusable bottles that were returned to the manufacturer, and priority ought surely to be given to preventing waste, with recycling being a secondary consideration.

Another would be to insist on reusable bottles that were returned to the manufacturer, and priority ought surely to be given to preventing waste, with recycling being a secondary consideration.

The change-over might be to separation of the individual components of domestic waste and to separate recycling. But would it happen?

Pilot projects involving separate collection of categories of waste are certainly being given greater attention.

One, in Konstanz, is being carried out by Dornier, a private company interested in refuse disposal. Another, in a Frankfurt suburb, is being undertaken by the local authority refuse collection department.

The aim behind separate collection is

to persuade householders to sort waste and put different categories in different dustbins.

In Frankfurt paper and glass are

being collected separately in this way.

Elsewhere it is hoped to collect plastic,

metal, textiles and organic waste sepa-

rately.

Contrary to what many experts were expecting, householders are cooperating. Motivated by environmental awareness, they are going to the trouble of putting separate waste in separate bins.

In this way the volume of unsorted

waste will be reduced.

Consumers were to avoid superfluous packaging, boycotting manufacturers if need be, and to make greater use of fresh goods.

Helmut Hildebrandt
(Frankfurter Rundschau, 16 April 1983)

Schreckenberger

Continued from page 4

lens in a broad light, he needs the streamlining of government work provided by Schreckenberger. This does not only apply to day-to-day business but also to political and economic fundamentals.

Though it's difficult to "programme an industrial society" and to project our basic order into economics, "the market needs overall political measures by the government to remain stable."

When it comes to drafting long-term plans at the Chancellery there are bound to be conflicts between Schreckenberger and the Chancellor, who is not exactly a specialist on economics.

Schreckenberger says that "a professor can say more than a normal politician," but it is doubtful whether the Chancellor will put up with persistent contradiction — even from one of his most loyal friends.

It is, however, certain that any conflict that might arise will not be publicly aired by Schreckenberger.

Those who knew him believe that if any dispute became too great, he would simply pack his bags and return to academic life.

(Wirtschaftswoche, 8 April 1983)

Continued from page 5

cess. Sales of the imported models (the Jetta, the Passat/Santana, the Scirocco and the VW bus) were up nearly a third in the first quarter of this year.

Yet the Santana, for instance, is competing with the much roomier Cadillac and a Santa Fe turbodiesel costs nearly \$4,000 more than a fully-fledged Cadillac.

Among imported models, the strategy of withdrawing to parts of the market where price war is not being waged seems to work.

But Volkswagen of America aims to corner five per cent of the US market by the mid-1980s, and that calls for more than a retreat to market "nooks" and crannies.

What, for that matter, is to become of the Rabbit, which as recently as two years ago looked capable of cornering an entire Warren?

Peter G. G. (Die Zeit, 21 April 1983)

Continued from page 4

Is there a nook big enough for an annual output of 230,000 cars? Competition is sure to grow even fiercer. US production of the Honda Accord is

soon to go into full swing.

At the end of next year Toyota and GM plan to start manufacturing a competitor to the Rabbit in California. An extra 200,000 compacts a year will then crowd an already overcrowded market.

In dollars and cents the Rabbit cannot hold its own. The price was cut by \$625 last year without boosting sales. The Japanese are in a much healthier position because they would still be making a profit if they slashed prices by 20 per cent.

Not so Volkswagen. A US Senate committee estimates that the company is losing \$800 on every car it makes in the United States.

On every car VW imports, in contrast, it is said to earn \$2,000, and these figures have yet to be disproved.

(Wirtschaftswoche, 8 April 1983)

Bonn to clamp down on poison disposal

The Bonn Interior Minister drafted a Bill to provide for controls of dangerous waste.

It made up roughly half the volume of domestic waste, said Jürgen Orlich of the Environmental Protection Agency.

He singled out cans of soft drink as an example of the disparity between content and packaging.

The can cost roughly 25 pfennigs, the contents (sugar, water and aromatic agents) five pence at most. So consumers paid mainly for the packaging.

Reusable bottles (the ones with a deposit on them) still account for about 75 per cent of the trade, but there is a marked trend toward the non-returnable variety.

Herr Orlich said the market was on the brink of having to decide for one system or the other. At some point between 75 and 50 per cent it was no longer profitable to supply both reusable and disposable packaging.

The result would probably be a drastic increase in the number of waste bottles and cans. Separating them from other categories of domestic waste was only one solution.

Another would be to insist on reusable bottles that were returned to the manufacturer, and priority ought surely to be given to preventing waste, with recycling being a secondary consideration.

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The change-over might be to separation of the individual components of domestic waste and to separate recycling.

But would it happen?

Pilot projects involving separate collection of categories of waste are certainly being given greater attention.

One, in Konstanz, is being carried out by Dornier, a private company interested in refuse disposal. Another, in a Frankfurt suburb, is being undertaken by the local authority refuse collection department.

The aim behind separate collection is

to persuade householders to sort waste and put different categories in different dustbins.

Elsewhere it is hoped to collect plastic,

metal, textiles and organic waste sepa-

rately.

Consumers were to avoid superfluous packaging, boycotting manufacturers if need be, and to make greater use of fresh goods.

Helmut Hildebrandt
(Frankfurter Rundschau, 16 April 1983)

Continued from page 4

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■ CONFERENCES

European, Arab, scholars, diplomats meet for exchange of ideas

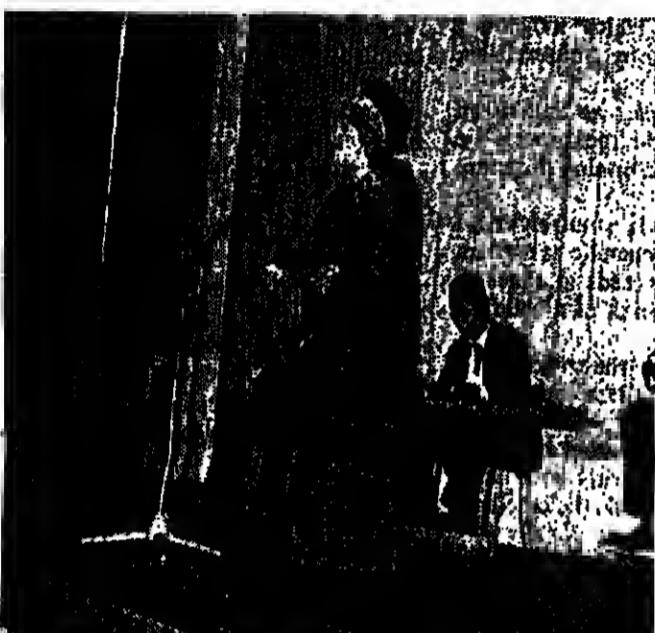
Delegates from 30 European and Arab nations met for five days of talks in Hamburg this month under the auspices of the German Oriental Institute.

It was an attempt to revive the dialogue between Europeans and Arabs that began 10 years ago. But it had limited success.

It took only until the second day before all the prejudices came out. But it was ill-founded from the beginning.

The assassination in Portugal of Issam Sartawi, a leading moderate member of the PLO, and the failure of the bid to involve Jordan in the Middle East peace process dominated the talks.

It was a domination at the expense of themes involving European-Arab cultural coexistence.



Hitting the high note: Egyptian singer Laila Fares shows off a cultural thing or two. (Photo: Ulrich Scherwinski)

No speakers succeeded in suggesting practical ideas for the protection of common cultural values.

The Arab cultural experts as usual recited in on Israel, accusing it of dismantling Islamic and Christian cultural values.

The Europeans had nothing with which to counter Arab mistrust towards them. In fact they almost beat their breasts in an attempt to pin the blame for the Middle East dilemma on themselves. On the first day, Helga Schuchardt, Hamburg's senator for cultural affairs, convincingly advocated the preservation of Islamic and Third World identity. But when talking with Arabs and Germans who had no answer to the question as to why the Germans were unable to accept the idea of Moslems keeping their identity in Germany instead of surrendering it. She

Little Moslems learning from the Koran at the Islamic Centre in Cologne. (Photo: Sten Simon)



had little option but to admit to ingrained prejudices.

The following day, Edward Mortimer of the London *Times* went a step further and accused the West of not having rid itself of its guilt complex towards the Jews, of having ignored the Palestinian problem until the 1967 Israeli-Egyptian War and of having been indifferent to the occupation of Arab territories.

He said that interest in the Arab world was purely economically motivated and that it did not arise until the 1973 oil shock endangered affluence at home. Discussions on the periphery of the meeting showed that there were fewer mutual complexes and accusations. They also showed that many questions remain open, among them: Why are neither the West Europeans nor the Americans prepared to let the PLO take part in deciding about the future of the Palestinians? Why do the people of Western countries believe that the Arabs want to get rich at the expense of the industrial nations and that they are constantly threatening to use the oil weapon?

Why does the West equate the Islamic religion with the terror in Iran? Do the Europeans really only want Arab oil and money and do Arab problems really only bore them?

A lot of innocent people will die in the Middle East before another attempt

to promote a European-Arab dialogue can be made. Unless the West succeeds in coordinating its Middle East policy to make it acceptable for both Israelis and Arabs, and unless the Arabs rid themselves of their mistrust of Western Europe and the USA in respect of the peace process, the European-Arab dialogue will be buried before it has borne its first fruits. The burial did not take place in Hamburg, primarily because there was no shortage of goodwill, despite all the criticism.

Baha Güngör
(General-Anzeiger Bonn,
13 April 1983)

States take steps to introduce Islamic religious lessons

Several Länder are taking steps towards introducing Islamic religious instruction for the country's 400,000 Moslem children.

The lead is being taken in North-Rhine-Westphalia where a one-year experiment involving 19 Turkish teachers has been completed.

Dr Klaus Ghabauer heads a small team involved in developing the *Länder* curriculum. He says the aims of Moslem education are to:

- Make Moslem children born in Germany aware of Islamic tradition
- Provide guidelines through this tradition
- Help an Islamic identity to develop in a non-Islamic world
- Promote good relations between

supplied the data arranged in see-at-a-glance tables in these new reference books. They include details of air and water temperature, precipitation, humidity, sunshine, physical stress of climate, wind conditions and frequency of thunderstorms.

These figures compiled over the years are invaluable both for planning journeys to distant countries and for scientific research.

Basic facts and figures for every country in the world form a preface to the tables. The emphasis is on the country's natural statistics, on climate, population, trade and transport.

The guides are handy in size and flexibly bound, indispensable for daily use in commerce, industry and the travel trade.

Four volumes are available:

North and South America, 172 pp., DM 22.80;

Asia/Australia, 240 pp., DM 24.80;

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HEALTH

Drugs and alcohol together 'a startling combination'

police had stopped for driving erratically.

In 13 per cent of the cases, the drug level was so high that the driver should not have been driving.

The most frequent drugs were barbiturates commonly used in sleeping pills and tranquillizers.

In one test, 23.7 per cent of drug-connected accidents involved people with an alcohol level of below 0.08 per cent.

The meeting was told that tests for drugs posed no technical problems. Despite this, the connection between drugs and fitness to drive was still largely ignored because police usually concentrated on checking the amount of alcohol in the blood.

The legal position on drugs and driving is that it is up to the driver to ensure that his reflexes are unimpaired.

Action against a driver is only taken if he has become conspicuous to the police. But once a driver does draw attention to himself, it is usually too late.

The problem lies in the risky grey zone where no erratic driving is evident and it is here there is no legal help. Experts are only called in when clear facts show that a person has become a menace on the road.

It is doubtful whether the introduction of detailed guidelines for a driver's licence, as laid down in the first stage of the provisions for an EEC driver's licence, will be effective.

But it would be wrong to consider only the side effects without balancing them against a drug's positive effects.

The Innsbruck seminar showed that, when weighing risks against benefits, doctors opt in favour of benefits when it comes to treating cardiovascular disorders.

Germany has 4.5 million drivers with high blood pressure. Drugs to reduce the blood pressure could make them fit to drive again.

But doctors at the meeting rejected

Astrid Forberger

(Frankfurter Rundschau, 9 April 1983)



Liquor picker

This electronic device to measure the amount of alcohol in the blood is being tested by German police. It supersedes the breathalyzer. (Photo: Drägerwerk)

the use of drugs which affect the central nervous system because they could lead to dryness in the mouth, a lack of concentration and tiredness.

Other drugs won approval. Included are the beta blocker range. They do not reduce alertness or slow the reactions.

In severe cases, drugs and faith in their effectiveness are not enough.

Professor Bernd Friedl and Herbert Lawerenz suggested that people with severe high blood pressure should have follow-up examinations at least every three years.

Another important suggestion was that drivers should proceed cautiously when beginning treatment for high blood pressure.

Ulrich Schmidt suggested that the phase in which the blood pressure changes from high to normal could temporarily affect a driver's reflexes. It is best not to drive at all during the first few days after starting treatment, he told the meeting.

Astrid Forberger

(Frankfurter Rundschau, 9 April 1983)

Meteorological stations all over the world



supplied the data arranged in see-at-a-glance tables in these new reference books. They include details of air and water temperature, precipitation, humidity, sunshine, physical stress of climate, wind conditions and frequency of thunderstorms.

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Look it up in Brockhaus

F. A. Brockhaus, Postfach 1709; D-6200 Wiesbaden 1

Many German parents give their children drugs because they can't sleep, and have problems at school.

In a survey by the Federal Centre for Health Information, 42 per cent of the parents interviewed saw nothing wrong with giving children harmless drugs to improve their ability to concentrate.

The survey warns about drug company advertising. For example, these slogans:

"Helps in cases of physical and mental exhaustion, inability to concentrate and tiredness at school";

"Helps with fidgety children and combats absentmindedness";

"Meaningfully supplements study for exams".

The Centre says sleeping pills and tranquillizers are extremely dangerous.

They hinder the child's activeness and can be habit forming.

Taken in excess, they can make children fidgety and cause insomnia. Worse still, they can lead to liver damage, the Centre says.

Drugs advertised as improving performance and the ability to concentrate mostly consist of lecithin, glutamic acid and vitamins.

If these intelligence pills have any effect at all, it is of a psychological nature by giving parents and children a straw to hang on to.

(Mannheimer Morgen, 9 April 1983)

■ OUR WORLD

Smiley's People, Smersh and that mob still hanging around in the German Cold

East Bloc intelligence work in the Federal Republic is like in other major Western countries — it involves not just politics but also military, industrial, economic and research secrets.

Germany is a favourite place for spies because of its geographical position. It is also an important member of Nato, it is economically strong and its industry and research are highly developed.

Embassies, consulates and trade missions play a major role. They give agents a cover and immunity from prosecution. They can only be expelled.

On 24 June 1981, German security officers arrested the manager of a Munich firm, Laser Electronic, and his wife as they met with the deputy leader of the Soviet trade mission, Viktor Petrovich Shepelev.

Shepelev was not only on the trade mission. He was a GRU (Soviet military intelligence) officer. His tactics en route to meeting contacts kept German counter-intelligence officers busy.

He would wander through Munich for hours, apparently without purpose. Sometimes he would go into deserted side streets and then re-emerge and go off in another direction.

His car, easily recognisable as belonging to the Soviet mission, would be left far from the meeting place.

Shepelev specialised in getting strategically important electronic devices which are on the export embargo of Comex.

Comex, consisting of the Nato countries (except Iceland) and Japan, is the organisation that decides, on a strategic basis, what should be allowed to be exported to East Bloc countries.

Shepelev failed in 1979 to get a military laser range finder but he managed to get hold of a carbon dioxide laser for DM100,000 in cash.

The device was ordered in Britain, sent to a freight forwarder in Vienna and sent on from there to Moscow.

Shepelev was expelled from the Federal Republic in July 1981. A colleague, Vladimir Kolchekov, also had to go, two months later. He had offered to manager of a company called Varioline DGMN, supported by Bonn and the individual states of the Federal Republic of Germany, develops radar, radio and space technology.

The Prague foreign trade company, Omnipol is also involved in this game. It enlisted German businessmen to obtain parts and information relating to the German Leopard 11 tank and the multi-role combat aircraft, the Tornado.

Even small East Bloc countries like Bulgaria are hoping to achieve a "transfer of technology" free of charge.

A commercial attaché at the Bulgaria embassy in Bonn attracted the attention of German counter-intelligence officers when he approached various German companies in a bid to obtain electronic devices and components in the fields of laser, communications, radiation, precision, semiconductor and similar technologies.

To beat Comex's restrictions, Sofia's

man in Bonn (who frequently acts as a private individual rather than an embassy employee) makes a point of ordering the items in very small and inconspicuous numbers.

Even disregarding the strategic damage, the commercial harm caused by this kind of operation is enormous.

The number of known or suspected spies among the employees of official and semi-official Soviet missions in the Federal Republic of Germany (total staff 408) is rising.

According to the Office for the Protection of the Constitution, there are 109 known Soviet agents. Another 77 are suspected, among them 19 out of 23 Soviet media correspondents in the Bonn/Cologne region and all seven correspondents accredited in West Berlin.

The increase at the Soviet embassy in Bonn first became conspicuous in 1981. Especially the military attaché (the post was created in 1976) expanded his staff from the original three to nine in 1981. All are members of the GRU military intelligence service.

Czechoslovakia's electronics ministry, which was established in April 1980, seemed in a particular hurry. It instructed Prague's embassy in Bonn to either buy or obtain blueprints for such electronic components as microprocessors.

The embassy employees working for the secret service are supported by members of the Czechoslovakian trade mission in Cologne.

Pavel Stohr, second secretary at the Czechoslovakian Embassy, even succeeded in becoming a full-fledged member of the German Society for Position Fixing and Navigation (DGN).

DGN, supported by Bonn and the individual states of the Federal Republic of Germany, develops radar, radio and space technology.

The Prague foreign trade company, Omnipol is also involved in this game. It enlisted German businessmen to obtain parts and information relating to the German Leopard 11 tank and the multi-role combat aircraft, the Tornado.

In the course of extensive reconnaissance trips (increasingly done at night), they frequently show up at strategically important installations such as armament, energy and communications centres. They also nose around roads, rail tracks, waterways and harbour installations.

They often use muddy and therefore illegible ear-licensed plates and leather jackets worn over uniform tunics.

On 30 January this year a Soviet military mission (SMM) car from Bünde was involved in a traffic accident in a prohibited Bundeswehr installation in Schleswig-Holstein.

The number of such incidents rose from 47 in 1980 to 87 in 1981.

SMM spies are becoming increasingly aggressive, and car chases a little like those in James Bond films are no rarity these days.

The latest incident happened on 5 April, two kilometres from the nuclear research centre in Jülich in North Rhine-Westphalia.

After a wild chase, the police managed to stop an SMM vehicle whose pas-

senger was a man who is so oppressed by the sameness of his daily routine that he sees taking part in a marathon as his last chance. He survives — by dropping out.

Familiengruft (Family Vault), subtitled A Love Poem to My Mother, is Maria Lang's first film. It is one of the international jury seems to have missed.

She weaves the fascination of an entirely subjective film language to make an extraordinary emotional confession full of silent accusation, fragile and charming detachment, and subjective personal proximity.

For 10 minutes the new subjectivity has a field day. Michael Schmitz (Westdeutsche Allgemeine, 18 April 1983)

Continued from page 11

Beifuss, Jürgen Saik and Rainer Wanzenius.

In the unending idyll of the East Frisian countryside they portray a woman who hunts ducks for a living, lives without electricity or running water and quotes marvellous extracts from her "fan mail" in which she is hailed as a dropout.

Two other outstanding entries were Pavel Schinzel's *Überleben* and Maria Lang's *Familiengruft*.

In *Überleben* (Survival) cameraman Schnabel, who in this instance is more important than director Hartmut Schnen, portrays with uncanny sensitivity a man who is so oppressed by the sameness of his daily routine that he sees taking part in a marathon as his last chance. He survives — by dropping out.

Thus for instance, the Czechoslovakian intelligence agency's Department for Science and Technology works with the Prague Ministry for Technological and Investment Development which, in

passengers instantly claimed immunity.

There is also every reason to believe that these Soviet military agents provide their fellow-spies with assistance."

It is hardly a coincidence that the agent set up his "dead leg" along the route of one of his

languishes.

This is given weight by the

lurk flight of the first German

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